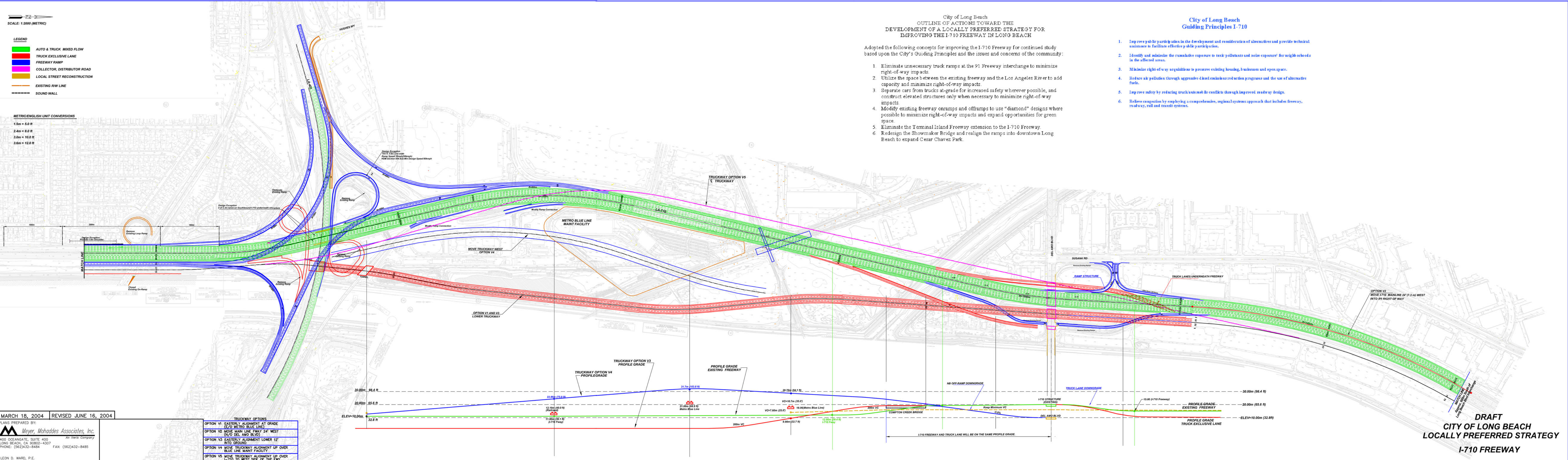


SCALE: 1:2000 (METRIC)

- LEGEND
- AUTO & TRUCK MIXED FLOW
  - TRUCK EXCLUSIVE LANE
  - FREEWAY RAMP
  - COLLECTOR, DISTRIBUTOR ROAD
  - LOCAL STREET RECONSTRUCTION
  - EXISTING RW LINE
  - SOUND WALL

METRIC/ENGLISH UNIT CONVERSIONS

1.5m = 5.0 ft  
2.4m = 8.0 ft  
3.0m = 10.0 ft  
3.6m = 12.0 ft



City of Long Beach  
OUTLINE OF ACTIONS TOWARD THE  
DEVELOPMENT OF A LOCALLY PREFERRED STRATEGY FOR  
IMPROVING THE I-710 FREEWAY IN LONG BEACH

Adopted the following concepts for improving the I-710 Freeway for continued study based upon the City's Guiding Principles and the issues and concerns of the community:

1. Eliminate unnecessary truck ramps at the 91 Freeway interchange to minimize right-of-way impacts.
2. Utilize the space between the existing freeway and the Los Angeles River to add capacity and minimize right-of-way impacts.
3. Separate cars from trucks at-grade for increased safety wherever possible, and construct elevated structures only when necessary to minimize right-of-way impacts.
4. Modify existing freeway onramps and offramps to use "diamond" designs where possible to minimize right-of-way impacts and expand opportunities for green space.
5. Eliminate the Terminal Island Freeway extension to the I-710 Freeway.
6. Redesign the Showmaker Bridge and realign the ramps into downtown Long Beach to expand Cesar Chavez Park.

City of Long Beach  
Guiding Principles I-710

1. Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation.
2. Identify and minimize the cumulative exposure to toxic pollutants and noise exposure for neighborhoods in the affected areas.
3. Minimize right-of-way acquisitions to preserve existing housing, businesses and open space.
4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels.
5. Improve safety by reducing truck/automobile conflicts through improved roadway design.
6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems.

MARCH 18, 2004 REVISED JUNE 16, 2004

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LEON D. WARD, P.E.

TRUCKWAY OPTIONS	
OPTION V1	EASTERLY ALIGNMENT AT GRADE (E/O METRO BLUE LINE)
OPTION V2	MOVE MAIN LINE FWAY 24' WEST (N/O DEL AMO BLVD)
OPTION V3	EASTERLY ALIGNMENT LOWER 12' INTO GROUND
OPTION V4	MOVE TRUCKWAY ALIGNMENT UP OVER BLUE LINE MAINT FACILITY
OPTION V5	MOVE TRUCKWAY ALIGNMENT UP OVER I-710 TO WEST SIDE OF THE FWY

**DRAFT**  
**CITY OF LONG BEACH**  
**LOCALLY PREFERRED STRATEGY**  
**I-710 FREEWAY**